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**Working Party on Inland Water Transport**

**Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation**

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Item 4 (c) of the provisional agenda
**Standardization of technical and safety requirements in inland navigation: Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised)**

# Special provisions for passenger vessels: daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers*

**Transmitted by the Confederation of European Maritime Technology Societies (CEMT)**

## I. Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2018-2019 (ECE/TRANS/SC.3/2017/24) adopted by the Inland Transport Committee at its eightieth session (20-23 February 2018).

## II. Note from the Confederation of European Maritime Technology Societies

2. UNECE Resolution 61, inspired by Directive 2006/87/EC, aims to implement the updates to the European Standard laying down Technical Requirements for Inland

* The present document is being issued without formal editing.

Navigation vessels (ES-TRIN) developed by the European Committee for drawing up Standards in the field of Inland Navigation (CESNI). Since its entry in force, Directive 2006/87/EC has proven inapplicable, in technical, practical and economic terms, to small passenger day-trip vessels, especially those made of fiberglass, which represent the majority of this type. The difficulties of application do not depend on the navigation area, nor on the country in which they operate, but only on technical reasons that then lead to the development of requirements suitable for this type of unit. The proof is in the fall of the new commands, starting from 30/12/2008. The few vessels built after this date have been realized thanks to substantial derogations granted by the authorities of the EU Member States. Ships built with the aforementioned exemptions are authorized for navigation only in the inland waterways of these countries; denying the principle which inspired the directive "allowing free movement of means on the inland waterways of the Member States". In countries where exceptions were not made, it was virtually impossible to build passenger ships in full compliance with Directive 2006/87/EC. In the European Union area there are at least 40 million pax/year transported by about 3000 small day-trip vessels, mainly built in fiberglass. In view of the 2016/1629 expansion at the pan-European level, we must consider even larger numbers (only in the Russian Federation there are 13 million pax/year and 1500 passenger ships). Since some classification bodies apply special requirements for passenger ships not exceeding 24 metres in length and allowed to carry up to a maximum of 150 passengers, Article 19 of the ES TRIN should also apply (ex-Article 15 of 2006/87/CE) foresees similar requirements. Drafting these requirements could be carried out by the CESNI temporary working group, which would begin its work in September 2018. At the same time, the Group of Volunteers could propose to the Working Party on Inland Navigation a series of requirements that make art. 15 of Resolution 61 effectively applicable to small day-trip vessels. Example article requirements are the amendments contained in the document CESNI / PT (16) 55 rev.1. Those presented by the CEMT are attached to this report.

# III. Proposals of amendments to 2006/87/CE Directive for vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers

| *Subject* | *Ref. of article* | *Requirement of 2006/87/CE Directive* | *Proposals of amendments* |
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| **Vessels'hulls** | Annex.2 Part II Chapt.15 art.15.02.1.a | Thickness of the outside plating of steel vessels' hulls | Annex 2 doesn't give any requirements for the construction of passengers' vessels with FRP or wood (fuel material)<br>Nevertheless such a construction typology (hulls constructed with fuel materials), is widely used by middle sized ships, for sea navigations too<br>It's proposed , by the way, that the strength of vessel's hull should comply with the rules of approved Classification societies |
| **Intact stability** | Annex.2 Part II Chapt.15 art.15.03.3.a<br>15.03.3.b<br>15.03.3.c | Righting lever curve | The righting lever curve shall not be applied , provided that the initial metacentric height shall be not less than 0,35 m, except in the lightship conditions for which a positive value can be accepted |
| **Intact stability** | Annex.2 Part II Chapt.15 art.15.03.3.e.( aa) | The heeling angle resulting from moments due passengers and wind , according to paragraphs 4 and 5, shall not exceed 12° | The heeling angle resulting from moments due passengers shall not exceed 10°,except for vessels not exceeding 20 mt: in this case the heeling angle can be not less of 15 ° with a freeboard not less than 200 mm for decked ships and not less than 300 mm for ships without deck |
| **Intact stability** | Annex.2 Part II Chapt.15 art.15.03.3.e.( bb) | The heeling angle resulting from moments due passengers and turning, according to paragraphs 4 and 6, shall not exceed 12° | The heeling angle resulting from moments due turning shall not exceed 10°,and shall be calculated according to the following formula : Mr = 0,2 V2 Δ/Ls (KG - T/2) |
| **Intact stability** | Annex.2 Part II Chapt.15 art.15.03.3.f | For a heeling moment resulting from moments due to passengers, wind and turning the residual freeboard shall be not less than 200 mm | For a heeling moment resulting from moments due passengers or turning , the residual freeboard shall be not less than 200 mm<br>It has to be pointed that such requirement is penalizing compared to the sea navigation ones |

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| **Intact stability** | Annex.2 Part II Chapt.15 art.15.03.3.g | For a heeling moment resulting from moments due to passengers, wind and turning ( according the previous point f), the corresponding residual safety clearance shall be not less than 100 mm | For a heeling moment resulting from moments due passengers or turning , the residual safety clearance shall be not less than 100 mm<br>It has to be pointed that such requirement is penalizing compared to the sea navigation ones |
| **Damaged stability** | Annex.2 Part II Chapt.15 from art.15.03.7 to art .15.03.13 | Requirements to prove the damaged stability | A derogation from article 15.03.par.9 (damaged stability) is requested for passenger vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers , provided that shall be proven the following points:<br>a) Vessel that is not classified as " high speed vessel";<br>b) Vessel cruising within one hour from safe anchorage or harbour |
| **Safety clearance and freeboard** | Annex.2, Part II, Chapt 15, art. 15.04 | 1) The safety clearance shall be at least equal to the sum of :<br>a) the additional lateral immersion , which , measured on the outside plating, is produced by the permissible heeling angle according to art. 15.03(3)(e) and<br>b) the residual safety clearance according to art. 15.03(3)(g)<br>For vessels without a bulkheaddeck, the safety clearance shall be at least 500 mm<br>2) The freeboard shall be at least equal to the sum of:<br>a) the additional lateral immersionwhich measured on the outside plating, is produced by the heeling angle according to art. 15.03(3)(e) and | 1) The safety clearance shall be at least equal to the sum of :<br>a) the additional lateral immersion , which , measured on the outside plating, is produced by the heeling angle due to passengers or turning and<br>b) the residual safety clearance , that shall be at least of 100 mm, for a heeling moment resulting from moments due passengers or turning<br>For vessels without a bulkhead deck , the safety clearance shall be at least 500 mm<br>2) The freeboard shall be at least equal to the sum of:<br>a) the additional lateral immersion , which , measured on the outside plating, is produced by the heeling angle due to passengers or turning and |

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| | | b) the residual freeboard according to art. 15.03(3) (f) | b) the residual safety freeboard , that shall be at least of 200 mm, for a heeling moment resulting from moments due passengers or turning |
| | | However the freeboard shall be at least 300 m | However the freeboard shall be in any case at least 300 mm |
| **Toilets available for passengers** | All.2, Parte II, Chapt. 15, art 15.06.17 | For passenger vessels, there shall be toilets available for passengers | In accordance with the vessel's dimensions the prescribed requirement is hardly applicable. Furthermore, considering that the navigation is within 30 min. from the coast, a derogation from this article (prescribing toilets available for passengers) is requested |
| **Propulsion system** | Annex.2 Part II Chapt.15 art.15.07 | Vessels shall be equipped with a second independent propulsion system | Inland Navigation has done not far away from the coast, with a short duration and in tranquil water. That is why a second independent propulsion system it is not necessary |
| **Second drive unit** | Annex.2 Part II Chapt.6 art.6.02.1 | Time to bring into use a second independent drive unit | According to art.6.02 , it shall be possible to bring a second independent drive unit , or manual drive, into use within five seconds if the steering apparatus drive unit fails or malfunctions |
| | | | A derogation from this article is requested, in such a way that it comes into use in time to guarantee the safety navigation |
| **Muster areas** | Annex.2 Part II Chapt.15 art.15.06.08 b) and art. 15.06.08 k) | Passengers muster areas | For passenger vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers, in accordance with the vessel's dimensions the prescribed requirement of art.15.06.08 b) (each individual muster or evacuation area shall be larger than 10 mq and in any case the total area shall be calculated by assuming at least 50 per cent of the maximum permitted n. of passengers) can't be apply. |
| | | | It is proposed to consider as the folowing muster areas, the uncovered bow and stern areas , provided that they will be equipped with handrail, exit lattice gates on both sides, and two exit doors in the passenger cabin |

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| **Oily water and used oil drainage system*** | Annex.2 Part II Chapt.8 art.8.08.09 | Drainage system and pipe equipped with closing device that have been sealed in position by an inspection body. | The inspection body controls for the oily water pump out operations could create more difficulties during the vessel's service operations<br><br>A derogation is requested, so the captain only proceeds with oily water pumping out operations in authorized dock stations<br><br>This provided that a logbook for registering all the operations done ( numbers and quantities) shall be held<br><br>It is proposed to use the keys instead of splice. In such a way you don't need any inspection body and therefore no derogations to be asked for<br><br>The oily water will be stored in specially provided hold (it may be OK also the engine room bilge) and pumped out in authorized docks' stations.<br><br>This provided that a logbook for registering all the operations ( numbers and quantities) shall be held |
| **No derogation is requested**<br><br>**(see last column at right)** | | | |
| **Ship's boat** | Annex.2 Part II Chapt.10 art.10.04 | Ship's boat equipment | Unworkable and exorbitant requirement, also considering the vessels's sizes and the total passengers carried up. That's why a derogation is requested<br><br>In case of a good vessel's handiness, equipped with a camera in stern position, cruising within short distance from the coast, a derogation is requested, in order to not foresee such a ship's boat |
| **Life - saving equipment** | Annex.2 Part II Chapt.15 art.15.09.5 | Number and typologies of life- saving equipment | For inland navigation the following criteria determine the consistency of life-saving equipment:<br><br>• Passenger vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers : individual life jackets for every passengers + life saving appliances for 100 per cent of the maximum permitted number of passengers<br><br>• Passenger vessels exceeding 24 m in length and authorised to carry up more than 150 passengers: individual life jackets for every passengers + inflatable life rats for 100 per cent of the maximum permitted number of passengers<br><br>If the vessel cruises within 30' from the coast, the life-saving equipment requested could be as follows: individual life jackets + 3 lifebuoys at least |

* *Note*: Oily water are coming from from engines, generators…, that cannot be in any case evacuated at the sea. The bilge non-oily water, coming from other compartments, can be drained also by singles pumps and evacuated at the sea.

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| **Fire protection** | Annex 2 Part II Chapt 15 art.15.11 | Fire protection of materials and components | The fire protection of materials and component as per art. 15.11, concerns hulls made of steel or of another equivalent material ( in terms of fire resistance)<br><br>Clear requirements have not been foreseen for combustible materials (fiberglass or wood hulls).<br><br>Nevertheless there are a large number of small to middle-size passenger vessels in inland waterways short range cruising<br><br>A derogation is requested, referring to the rules in force and adopted by the approved classification societies , whose technical requirements have been always used for sea and inland navigations passenger vessels |